

SECTION II
NAVIGATION PUBLICATIONS

NM 18/00

SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 LAST NM 13/00

Page 259—Lines 18 to 19/L; strike out.
(NTM 50/99) 18/00

PUB 145 8 Ed 2000 LAST NM 14/00

Page 5—Line 20/R; read:
lighted whistle buoy is moored about 0.8 mile SE of the
(Can NM 11/99, Section IV) 18/00

Page 30—Line 28/L; read:
A lighted whistle buoy is moored about 1 mile SW of
(US NM 2/13264/00) 18/00

Page 38—Line 10/R; read:
6.5 miles E of Clarke Head.
(US NM 52/14040/99) 18/00

Page 38—Lines 16 to 17/R; read:
islet.
(US NM 48/14040/99) 18/00

Page 199—Line 7/R; read:
dredged to a depth of 5.5m. Berths are situated inside two
(US NM 46/14185/99) 18/00

Page 212—Line 21/L; read:
the bay, has general depths of 3.1 to 7.6m up to 1.75 miles
(US NM 13/14260/00) 18/00

Page 271—Table; replace with below:

SOREL HARBOR—BERTH LIMITATIONS			
Berth	Length	Depth	Remarks
Transport Canada berths			
5	183m	9.1m	
6	107m	6.3m	
7	152m	8.5m	Inside Bassin Lanctot
8	160m	6.1m	Inside Bassin Lanctot
9	61m	6.1m	Inside Bassin Lanctot
10	160m	6.1m	Inside Bassin Lanctot
16	107m	4.9m	
17	213m	4.9m	
Sorel Limited berths			
11	152m	7.3m	
12	107m	7.3m	
13	76m	7.3m	
14	187m	8.3m	Grain discharging
15	190m	10.7m	Grain loading
Omnimar, Inc.			
18	168m	4.3m	
Marine Industries, Ltd.			
19	183m	9.1m	
Quebec Iron and Titanium			
20	168m	9.1m	Ore loading and discharging
21	168m	9.1m	Ore loading and discharging

(Can NM 9/99 and 11/99, Section IV) 18/00

Page 273 to Page 276—Tables; replace with below:
New table titled "MONTREAL—BERTH LIMITATIONS"
from back of this Subsection.
(Can NM 11/99, Section IV) 18/00

Page 284—Line 17/R; read:
Cornwall Island.
(Can NM 9/99, Section IV) 18/00

Page 284—Line 39/R; read:
129m.
(Can NM 9/99, Section IV) 18/00

PUB 191 8 Ed 1996 LAST NM 15/00

Page 7—Lines 48 to 50/L; read:

A main light is shown from a conspicuous granite tower, 49m high, standing on the rock. A racon is situated at the light. The light tower is radar prominent and generally the first sighting made when approaching the English Channel from the W. The light is obscured on some bearings.

(BA NP 27)

18/00

Page 7—Lines 5 to 39/R; read:

when strong overfalls are formed.

St. Agnes lies close SW of St. Mary's and an old conspicuous lighthouse stands on its summit.

St. Martin's, fronted by rocks and islets, lies at the NE side of the group about 1.5 miles N of St. Mary's. A conspicuous beacon, 56m high, is situated on the E and highest end of this isle.

Round Island (49°59'N., 6°19'W.), the northernmost isle of the group, is low and surrounded by rocks. A main light is shown from a prominent tower, 19m high, standing on its N side. The light is obscured on some bearings.

1.3 St. Mary's (49°55'N., 6°19'W.), with its summit in the N part, is the largest and principal isle of the group. **Hugh Town** (49°55'N., 6°19'W.) (World Port Index No. 35230), the main harbor and settlement, is situated on the neck of a peninsula at the SW end of this isle. St. Mary's Road, the most spacious anchorage, lies NW of St. Mary's and has depths of 10 to 16m. Crow Sound, lying NE of St. Mary's, provides good anchorage in depths of 12 to 14m. It is easy to access, but should not be used during strong E winds. Crow Bar, a shallow bank, separates Crow Sound from St. Mary's Road.

St. Mary's Road, fronting Hugh Town, can be entered via several channels. St. Mary's Sound and Broad Sound are marked by buoys and the easiest to navigate. St. Mary's Sound should be used by vessels approaching from E or S. It has a least depth of 9.9m on the range line and is entered between Peninnis Head and Spanish Ledges, marked by a buoy, about 0.4 mile SW. Broad Sound should be used by vessels approaching from SW. It has a least depth of 15m at the center of the fairway and is entered between Bishop Rock and Flemings's Ledge, about 0.7 mile N. North Channel, the NW approach, is not marked. It has a least depth of 12.3m and presents little difficulty. Smith Sound is deep and very narrow. It is not marked and requires local knowledge.

St. Mary's Harbour at Hugh Town has a pier with depths of 2m alongside. There are facilities for small coasters, ferries, and pleasure craft.

Several radio masts and a conspicuous television tower stand on the NW side of St. Mary's and can be seen from a considerable distance in clear weather. A prominent Coast Guard Station stands close S of the tower.

A light is shown from a framework tower with a cupola, 14m high, standing on Peninnis Head, at the SW side of St. Mary's. The Star Castle Hotel, a prominent building, stands on the N end of the peninsula at the SW side of the isle.

Pilotage.—Pilotage is compulsory for St. Mary's Road and all the waters within the Scilly Isles with the exception

of fishing trawlers less than 47.5m in length, yachts less than 20m in length, and HM vessels. Vessels should send an ETA to the Harbormaster at St. Mary's at least 24 hours in advance. The harbor can be contacted by VHF. Amendments to the ETA of over 3 hours should be sent immediately. Pilots board between 1 and 2 miles S of Peninnis Head or the same distance W of Bishop Rock.

(BA NP 287; BA NP 27)

18/00

Page 8—Lines 1 to 12/L; read:

Caution.—In thick weather, vessels approaching the Scilly Isles from

(NIMA)

18/00

Page 8—Lines 19 to 38/L; read:

1.4 Directions.—Traffic Separation Schemes (TSS), which may best be seen on the chart, are situated W of the Scilly Isles, S of the Scilly Isles, and between the Scilly Isles and the English coast. These schemes are IMO-adopted and Rule 10 of the Navigational Rules (72 COLREGS) applies.

Regulations.—An IMO recommendation states that laden tankers over 10,000 grt using the Traffic Separation Scheme lying between Land's End and the Isle of Scilly should keep at least 3 miles to seaward of Wolf Rock and should not use the scheme in restricted visibility or other adverse weather.

Laden tankers should avoid the areas between the inshore boundaries of each of the above schemes and the coasts of the Scilly Isles and Cornwall Peninsula as these have been designated as Inshore Traffic Zones.

The recommended channel for large vessels leading between Seven Stones and Longships is approximately 12 miles wide, with a least depth of 34m, and passage is simple by day or by night in clear weather.

Laden tankers using the TSS lying between Land's End and the Isle of Scilly should report by VHF to Falmouth Coastguard Station at least 1 hour before ETA at the scheme and on final departure from the scheme. These vessels should provide the following information:

1. Alpha-Name and call sign.
2. Bravo-Date and GMT/UT time (6 figures).
3. Charlie-Lat (4 figures N/S) and Long (5 figures E/W).
4. Delta-True bearing and distance (miles) from landmark.
5. Echo-True course (3 figures).
6. Foxtrot-Speed (knots and decimal 3 figures).
7. Golf-Last port of call.
8. India-Destination.
9. Mike-VHF channels monitored.
10. Oscar-Draft (deepest in meters and centimeters).
11. Papa-Type and quantity of cargo.
12. Quebec-Any damage or deficiency.

Vessels may pass between the TSS situated S of the Scilly Isles and the TSS situated NW of Ile d'Ouessant if it is considered safer to do so in the prevailing circumstances.

Caution.—Many of the dangers in this area are steep-to and the soundings do not provide a warning of approach. In thick weather, the distinct differences (intervals and

PUB 191 (Continued)

frequency) of the fog signals sounded by the adjacent aids should be carefully identified in order

(BA NP 27; BA NP 287) 18/00

Page 8—Lines 4 to 5/R; read:

the rock. A main light is shown throughout 24 hours from a prominent granite tower, 41m high, standing on the rock. A racon is situated at the tower.

(BA NP 27) 18/00

PUB 192 7 Ed 2000 LAST NM 17/00

Page 129—Line 28/R; read:

to be 27m (1996).

(46(554)99 's-Gravenhage) 18/00

PUB 195 6 Ed 1999 LAST NM 15/00

Page 10—Lines 3 to 4/L; read:

be contacted by VHF. They board in position 59°40'N, 25°35'E. Vessels should send a request for pilotage

(BA NP 287) 18/00

COAST PILOT CORRECTIONS**COAST PILOT 5 27 Ed 1997 Change No. 38 LAST NM 17/00**

Page 164—Paragraph 156 to Paragraph 157, line 3; read:

Farmland Hydro LP., Tampa Ammonia Terminal Wharf (27°54'16"N., 82°25'26"W.): 650 feet of berthing space with dolphins; 33 feet alongside; deck height, 7 feet; pipeline extends to storage tank, 17.2-million gallon capacity; receipt of anhydrous ammonia; owned by Packhoed Dry Bulk Terminals, Inc., and operated by Farmland Hydro LP.

Pasco Terminals, Tampa Terminal, Berth 2 (27°54'23"N., 82°25'40"W.): 500-foot face; 30 feet alongside; deck height, 7½ feet; pipeline extends to storage tanks, 8.3-million gallon capacity; receipt of liquid sulfur; ...

(PS 17/96) 18/00

Page 164—Paragraph 158, lines 1 to 2; read:

Commercial Metals Co., Berth 1 (27°54'25"N., 82°25'43"W.): 530-foot face; 30 feet alongside; deck height, 7½ ...

(PS 17/96) 18/00

Page 184—Paragraph 171, line 1; read:

Tides.—The diurnal range of tide at the St. Andrew Bay channel is 1.3 feet. Winds ...

(TT/99) 18/00

Page 202—Paragraphs 203 to 207; read:

Jackson County Port Authority, Grain Elevator Wharf (30°21'24"N., 88°33'59"W.): 758-foot face; 38 feet alongside; deck height, 8 feet; 28 acres open storage; railway connections; mooring vessels; owned and operated by the Jackson County Port Authority.

Jackson County Port Authority, Terminal A Wharf (30°21'40"N., 88°33'58"W.): 500-foot face; 38 feet along-

side; deck height, 10 feet; 30,000 square feet covered storage area including a cold storage warehouse; railway connections; stevedoring equipment available; receipt and shipment of conventional general cargo in foreign and domestic trade, including lumber, wood pulp, and lineboard; owned and operated by the Jackson County Port Authority.

Jackson County Port Authority, Terminal B Wharf (30°21'46"N., 88°33'58"W.): 544-foot face; 38 feet alongside; deck height, 10½ feet; 145,000 square feet covered storage; stevedoring equipment available; receipt and shipment of conventional general cargo in foreign and domestic trade, including lumber, wood pulp, and lineboard; owned and operated by the Jackson County Port Authority.

Jackson County Port Authority Terminal C Wharf (30°21'52"N., 88°34'00"W.): 718-foot face; deck height, 13 feet; 38 feet alongside; cold storage; shipment of frozen food in foreign trade.

Jackson County Port Authority Terminal D Wharf (30°21'54"N., 88°34'03"W.): 732-foot face; deck height, 13 feet; 38 feet alongside; 62,400 square feet covered storage; 1 acre open storage; receipt and shipment of conventional and roll-on/roll-off general cargo in foreign and domestic trade; mooring offshore, mobile drilling units (platforms) for conversion, modification, and repair; owned by Jackson County Port Authority and operated by Jackson County Port Authority and HAM Marine, Inc.

(PS 19/98) 18/00

Page 202—Paragraph 209; read:

National Marine Fisheries Service, Pascagoula Wharf (30°21'59"N., 88°33'46"W.): 335-foot face; 24 feet alongside; deck height, 9 feet; mooring oceanographic research vessels; owned by the U.S. Government and operated by the Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service.

(PS 19/98) 18/00

Page 258—Paragraph 284, lines 12 to 14; read:

bridge has a clearance of 2 feet down and 44 feet up. (See **117.1 through 117.59 and 117.436**, chapter 2, for draw-bridge regulations.) In July 1999, a bascule bridge was under construction with a design clearance of 4 feet down and 73 feet up; upon completion, it will replace the State Route 14 highway bridge. An overhead power cable at the highway bridge has a clearance ...

(CL 1256/99; 30/99 CG8) 18/00

Page 286—Paragraph 336, lines 12 to 13; read:

Moses Bayou. In 1996, the channel had a controlling depth of 6 feet to the tide gate, thence a controlling depth of 7½ feet was reported in 1982 to Moses Bayou. Commercial traffic consists of chemical ...

(NOS 11327) 18/00

Page 286—Paragraph 340, lines 10 to 12; read:

Bluff is dredged. In September 1998, the controlling depth was 9 feet. The channel is marked by buoys.

(NOS 11327) 18/00

COAST PILOT 5 (Continued)

Page 303—Paragraph 163, line 9; read:
vessels make a **SECURITE** call on VHF-FM channels 12
and 13 prior to ...
(CL 214/2000) 18/00

COAST PILOT 5 27 Ed 1997 Change No. 39

Page 161—Paragraph 88, lines 3 to 7; read:
above the mouth. In 1995, the centerline controlling depths
were 6½ feet to Daybeacon 31 near Rocky Bluff, thence 4
feet to the highway (I-75) bridge. Snags and debris obstruct
the river above Rocky Bluff. A light marks the ...
(CL 632/95; BPs 155679-89) 18/00

Page 170—Paragraph 271, lines 5 to 15; read:
Clearwater Memorial Causeway. In April 1999, the control-
ling depths were 9 feet to the fixed bridge, thence 6 feet to
the Intracoastal Waterway, except for lesser depths along the
N edge where the channel widens to meet the Intracoastal
Waterway. The controlling depth in the side channel was 1
foot or less in most of the dredged channel to Light 8, thence
7 feet to the basin with 8 feet in the basin. Greater depths are
available with local knowledge in the marked area to the E of
dredged channel to Daybeacon 5. The channels are well
marked by lights and daybeacons. **Clearwater Pass Chan-
nel Light 1** (27°58.3'N., 82°50.8'W.) marks the entrance
from the Gulf.
(CL 1494/99; BPs 169309-16; LL/99) 18/00

Page 174—Paragraph 340, line 8; read:
Key Gap Channel Daybeacon 2; thence in July 1994, 4 feet
in Derrick ...
(BPs 153539-541; BP 153504) 18/00

Page 174—Paragraph 340, lines 12 to 14; read:
Lone Cabbage Island. In July 1994, the unmarked entrance
channel to East Pass had a controlling depth of 1½ feet.
Lone Cabbage Reef bares in spots at low water ...
(BPs 153526-539; BP 153504) 18/00

Page 174—Paragraph 341, line 4; read:
West Gap, has a controlling depth of about 2 feet through an
...
(NOS 11408) 18/00

Page 174—Paragraph 341, lines 8 to 9; read:
mouth of Suwannee River. In July 1994, the controlling
depths were 4 feet in the entrance channel and Wadley Pass
to its junction ...
(BPs 153514-525; BP 153504) 18/00

Page 322—Paragraph 187, lines 1 to 3; read:
Opposite **Mile 285.3E**, a dredged channel leads from the
waterway in **Alligator Bayou**. In 1983, the reported control-
ling depth was 20 feet to Light 4; thence in 1991, the control-
ling depth was 9½ feet to the end of the bayou. The channel

is marked by a ...
(BPs 170397-98; CL 198/2000; NOS 11391) 18/00

**COAST PILOT 7 31 Ed 1997 Change No. 30
LAST NM 17/00**

Page 172—Paragraph 166, lines 4 to 5; read:
a **restricted area**, and **explosive anchorages** have been
established on the E and W sides of the channel. (See
334.930 and 110.215, chapter 2, for ...
(33 CFR 334.930; 33 CFR 110.215) 18/00

Page 172—Paragraph 166, lines 6 to 9; read:
limits and regulations.) In January 2000, the controlling
depths were 35 feet in the entrance channel to the turning
basin, thence 33 feet in the basin. The channel ...
(BPs 170250-52) 18/00

Page 235—Paragraph 371, lines 3 to 4; read:
December 1999, the controlling depth in the dredged chan-
nel was 4 feet (7 feet at midchannel) to the turning basin,
thence 4½ to 7 feet in the turning basin; thence in 1984, nat-
ural depths in the creek were 3 to 12 feet to ...
(BPs 170555-58, NOS 18653) 18/00

Page 238—Paragraph 388, lines 2 to 4; read:
to the entrance to the Petaluma River. In October 1999, the
controlling depths were 5½ feet (7 feet at midchannel) to
Light 14, thence 5 feet (7 feet at midchannel) to the mouth of
the river; thence in ...
(BPs 169850-54) 18/00

Page 419—Paragraph 652, lines 3 to 5; read:
March-April 1999, the controlling depth was 29 feet (38 feet
at midchannel), thence 36 to 38 feet in the basin with lesser
depths along the edges. The ...
(BPs 168306-07) 18/00

COAST PILOT 7 31 Ed 1997 Change No. 31

Page 231—Paragraph 331, lines 3 to 6; read:
feet of berthing space with dolphins; 36 feet alongside; deck
height, 15 feet; rear of face, north section, 1,660 feet of ber-
thing space; 7 to 9 feet alongside; deck height, 13 feet; rear
of face, south section, 630 feet of berthing space; 10 feet
alongside; deck height, ...
(BP 168055; BP 169798; CL 1904/99) 18/00

Page 235—Paragraph 374, lines 5 to 9; read:
thence for another 0.2 mile above the turning basin. In July-
August 1999, the controlling depth in the entrance channel
was 3½ feet (5½ feet at midchannel) to the mouth of the
creek; thence in December 1997, the midchannel controlling
depth was less than 1 foot from the mouth of the creek to the
turning basin about 400 feet below the Grand Avenue
Bridge. The controlling depth was 2 feet within the ...
(BPs 164497-99; BP 163553; BP 169040) 18/00

COAST PILOT 7 (Continued)

Page 235—Paragraph 383, line 3; read:

Davis Point. In October 1998, depths of 32 feet were alongside the 1,250-foot wharf; ...

(BP 168522) 18/00

Page 272—Paragraph 6, lines 15 to 20; read:

the W jetty. In August 1999, the controlling depths were 8 feet (15 feet at midchannel) in the entrance channel, thence 6 to 13 feet in the barge turning basin, thence 7 to 12 feet to the head of the upper small-craft basin, except for lesser depths along the N and W edges, thence 3 feet (9 feet at midchannel) in the entrance to the lower small-craft basin to the beginning of the floating slips, thence 2 to 4 feet in the barge slip. An overhead ...

(BP 169396) 18/00

Page 274—Paragraph 57, line 2; read:

in 6 to 10 fathoms, sand bottom, however, it is reported that many ...

(NOS 18589) 18/00

Page 275—Paragraph 78, lines 4 to 6; read:

the S side of the river about 0.7 mile above the entrance. In June 1999, the controlling depth was 7 feet (12 feet at midchannel) from the entrance to the port floating dock. The channel ...

(BP 168917) 18/00

Page 291—Paragraph 80, lines 1 to 4; read:

In August 1999, the controlling depths were 7 feet (10 feet at midchannel) in the entrance channel to the basin, thence 5 to 10 feet in the N half and 10 to 13 feet in the S half of the basin, and thence 5 feet at midchannel to the head of the project at the ...

(BP 169271) 18/00

Page 367—Paragraph 221, lines 3 to 5; read:

Kenmore channel. In January 1998, the north half of the channel had a controlling depth of 2½ feet. About 0.3 mile above the mouth of the river is a highway ...

(BP 164424) 18/00

Page 382—Paragraph 435, line 7 to Paragraph 436, line 6; read:

directional light on the NE side and a private lighted buoy on the SW side. Project depths in Hylebos Waterway are 30 feet in the waterway and basins. Project depths in Blair Waterway are 30 feet in the Southern Section and 35 feet in the rest of the waterway and basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

The 11th Street bascule bridge over Hylebos Waterway has a clearance of 21 feet. (See **117.1 through 117.59 and 117.1061**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13. Call signs: KZN-574, Hylebos Bridge. A power cable at the bridge has ...

(CL 1963/98; LL/98; NOS 18453;
CEM-Seattle/79) 18/00

MONTREAL—BERTH LIMITATIONS			
Berth	Length	Depth	Remarks
Cite-du-Havre			
M6	218m	4.6m	On E side of Bassin Bickerdike
M5	157m	7.6m	On E side of Bassin Bickerdike
M4	157m	7.6m	On E side of Bassin Bickerdike. Not used for cargo handling
M3	157m	7.6m	On E side of Bassin Bickerdike
M2	157m	7.6m	On E side of Bassin Bickerdike
M1	91m	7.6m	On E side of Bassin Bickerdike
Bickerdike Pier			
B1	183m	7.6 to 8.8m	Ro-Ro ramp. On E side of pier.
B2	187m	8.8m	On E side of pier.
B3	197m	8.8m	On E side of pier.
12N	152m	8.8m	On N side of pier.
B4	200m	8.8m	On W side of pier.
B5	187m	8.8m	On W side of pier.
B6	199m	8.8m	On W side of pier.
B7	174m	8.8m	Ro-ro ramp and container terminal. On W side of pier.
B8	183m	8.8m	Ro-ro ramp and container terminal. On W side of pier.
Pointe du Moulin a Vent Wharf			
5W	142m	8.8m	
6W	152m	8.8m	
7W	164m	8.8m	
9W	183m	8.8m	
10W	190m	8.8m	
Canal Lachine			
11NE	91m	4.3m	Berthing prohibited
11NW	41m	4.3m	Berthing prohibited

MONTREAL—BERTH LIMITATIONS			
Berth	Length	Depth	Remarks
12	285m	4.3 to 8.8m	
Quai Alexandra			
3/5	360m	10.2m	Passenger terminal. On S side of pier.
14E	107m	8.8m	On end of pier.
4/6	372m	9.7m	On N side of pier.
Jetty No. 1			
15S	203m	9.7m	
15N	203m	9.7m	
Quai King-Edward			
7/9	386m	9.7m	On S side of pier.
16E	108m	8.8m	On end of pier.
8/10	389m	9.7m	On N side of pier.
16W	178m	8.8m	On N side of pier.
Quai Jacques Cartier			
16	345m	9.7m	
17	190m	8.8m	
18-19	421m	8.8m	
Bassin de l'Horloge			
20	100m	6.7m	Depths not maintained by dredging
21	165m	6.7m	Depths not maintained by dredging
22	136m	7.5m	Depths not maintained by dredging
23	209m	7.5m	Depths not maintained by dredging
24	143m	7.6m	Depths not maintained by dredging
25	296m	9.4m	
27	252m	9.4m	
28	245m	9.4m	
29	252m	9.4m	
30	172m	9.4m	Berthing prohibited
31	154m	7.0m	Berthing prohibited
32	154m	9.1m	Pipeline for molasses
33	151m	9.1m	

MONTREAL—BERTH LIMITATIONS			
Berth	Length	Depth	Remarks
34	143m	9.1m	
35	169m	9.1m	
36	161m	9.1m	
37	164m	9.1m	
Laurier Terminal			
39	183m	9.4m	
40	186m	9.4 to 10.7m	Pipeline for molasses
41	200m	10.7m	
42	187m	10.7m	
Quai Laurier			
43	266m	10.2m	
Quai Tarte			
44S	225m	9.1m	Dry bulk cargo
44E	95m	6.1m	
44N	263m	9.4m	Bulk cement facility
45	169m	6.1m	Port of Montreal fleet
Pius IX Terminal (Quai Sutherland)			
46	144m	10.7m	
46SE	162m	10.7m	Bulk sugar facility
46E	69m	9.9m	
47	101m	9.9m	Coastal trade. Berthing length of 101m
48	196m	10.4m	Capable of handling containers
49	183m	10.4m	
Hochelaga Terminal			
50	190m	10.7m	
51	240m	10.7m	Cold storage
52	338m	10.7m	Ro-ro ramp
54	227m	10.7m	Grain loading
55	168m	10.7m	Grain loading
56	245m	8.2m	
56E	155m	8.2m	
56N/ 56S	462m	5.5m	
Racine Terminal			

MONTREAL—BERTH LIMITATIONS			
Berth	Length	Depth	Remarks
57S	265m	8.2m	
57N	200m	9.8m	
58	163m	10.0m	
59	152m	10.7m	Containers
60	152m	10.7m	Containers
61	182m	10.7m	Containers
62	245m	10.7m	Containers
64	283m	9.1m	
Maisonnette Terminal			
66	200m	10.7m	Ro-ro and containers
67	223m	10.7m	Containers
68	195m	10.7m	Containers
70	200m	10.7m	Containers
71	198m	10.7m	Dry bulk cargo
72	172m	10.7m	Dry bulk cargo
Boucherville Terminal			
73	193m	10.7m	General cargo
74	193m	10.7m	General cargo
Cast Terminal			
76	156m	10.7m	Petroleum pipeline
77	249m	10.7m	General cargo and containers
78	175m	10.7m	General cargo and containers
79	245m	10.7m	General cargo and containers
80	69m	10.7m	General cargo and containers
93	—	—	Berthing prohibited
Olco			
94	238m	10.7m	Petroleum pipeline
Montreal-Est Terminal			
95	135m	10.7m	Petroleum pipeline
96	135m	9.1m	Petroleum pipeline
97	130m	9.1m	Salt
98	146m	10.7m	

MONTREAL—BERTH LIMITATIONS			
Berth	Length	Depth	Remarks
99	147m	9.1m	
100	146m	9.1m	
Esso Canada			
101	192m	10.7m	Petroleum pipeline
102E	192m	10.7m	Petroleum pipeline
102W	98m	4.6m	
Shell Canada			
103S	190m	10.7m	Petroleum pipeline
103N	190m	8.7m	Petroleum pipeline
Sunoco			
104	33m	7.6m	Can accommodate vessels of 137m length
Ultramar			
105	116m	9.4m	Petroleum pipeline
106	116m	9.4m	Petroleum pipeline
Petro Canada			
109	139m	10.7m	Petroleum pipeline
110E	139m	10.7m	Petroleum pipeline
110W	164m	4.6m	